ITD-783B - SIMPLE

PROJECT INFORMATION

Project No.	Project Tracking, last approved ITD 2101 or last approved ITD 1414.
Key No.	Project Tracking, ITIP, approved program, last approved ITD 2101or last approved ITD 1414.
Project Title	Project Tracking, last approved ITD 2101 or last approved

ALTERNATE SOLUTIONS AND COSTS

Chapter 4.4 of the *Design Manual* describes what is required on Design Alternatives. Specifically this section should contain all the alternatives necessary to identify the most cost effective solution.

As a minimum, three alternatives should be considered; Do Nothing, an interim design(i.e. 3R), and a full AASHTO standard design. For more complicated projects or those with special needs or purposes, other alternatives or alignments should be explored and detailed in this section.

Each alternative should have a concise description of the design, an estimate of cost, including Right-of-Way costs, and a description of any design exceptions. A map detailing each alignment should be included when there is a deviation from the existing corridor. A benefit/cost determination for each alternative should be included whenever it is a basis for justifying the project or a particular alignment. Vehicle, bicycle and pedestrian requirements shall be individually discussed and documented. In accordance with Administrative Policy A-09-08, all projects need to be analyzed to see if a need for bicycle and pedestrian facilities exist and added to the ITD-783-B. Areas to be covered include potential usage of the corridor by bicyclists (adjacent or within populated areas), ability of highway to accommodate bicyclists (wide shoulders), coordination with local communities and plans, etc. Either a plan to include bicycle facilities or justification as to why not, must be included in the report.

Once an alternative is selected. Make sure that a note is added to the concept report addressing the selected alternative and the date of the selection.

A short descriptive summary shall note which alternative is recommended and the reason for the selection.

This information may be as brief as desired but should detail all necessary information used to make your recommendation. Whenever possible, exercise engineering judgment to eliminate alternative which obviously are not an option, such as proposing a concrete section when only different types of plant mix pavement rehabilitation are practical alternatives.

If the project is safety based (HES) or if safety improvement is the basis for selecting a particular alternative, then a safety evaluation (ITD-2658) shall be performed for each alternative. The Safety Evaluation Instruction Manual, available from Headquarters Traffic Section, describes how to complete this form

Alternatives not required on ST, 1-R or I.S. Preventative Maintenance projects.

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PROPOSED DESIGN EXCEPTIONS

Describe and justify all design exceptions

Chapter 4.5 of the *Design Manual* describes what is required for the design exceptions. Specifically, this section should contain all the design exception required for each alternative. The alternative which is preferred by the district should have the proper justifications included to gain approval. Two or more of these reasons, will usually be required to fully justify each exception requested.

This section states that only certain portions of the *Green Book* and 1991 A Policy on Design Standards-Interstate system should be considered controlling criteria:

Design speed	Lane width
Shoulder width	Bridge width
Structural Capacity	Horizontal Alignment
Vertical Alignment	Grades
Stopping sight distance	Cross Slopes
Superelevation	Vertical Clearance
Horizontal Clearance (Bridge)	

Deviation from these criteria require design exceptions. Required exceptions from state standards are covered in the State Design Standards. Exceptions required on 3R projects are listed in the *Design Manual,* Appendix C.

Design exceptions will be approved by the Design Exception Committee.